ROM Cost Estimates for Terminal Area Plan Improvements

Functional element	New Square Feet	Reconfigured Square feet	ROM, Planning Level Cost Estimate
Outbound Baggage Handling and ATO Concept Planning Level Cost Estimate			
Area (SF)	0	1,800	$1,503,259
Subtotal	**0**	**1,800**	**$1,503,259**
SSCP Concept Planning Level Cost Estimate			
Area (SF)	3,789	0	$3,236,164
Area (SF)	0	7,619	$6,508,382
Subtotal	**3,789**	**7,619**	**$9,744,546**
Terminal Concourse Concept Planning Level Cost Estimate			
Area (SF)	20,400	0	$26,608,251
Area (SF)		12,030	$15,694,215
Subtotal	**20,400**	**0**	**$42,302,466**

The cost estimates included in this table are Rough-Order-Magnitude (ROM), Planning Level Cost estimates and should not be considered construction cost estimates. Cost estimates are shown in 2023 dollars.

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Augusta Regional Airport

Terminal Area Plan Executive Summary

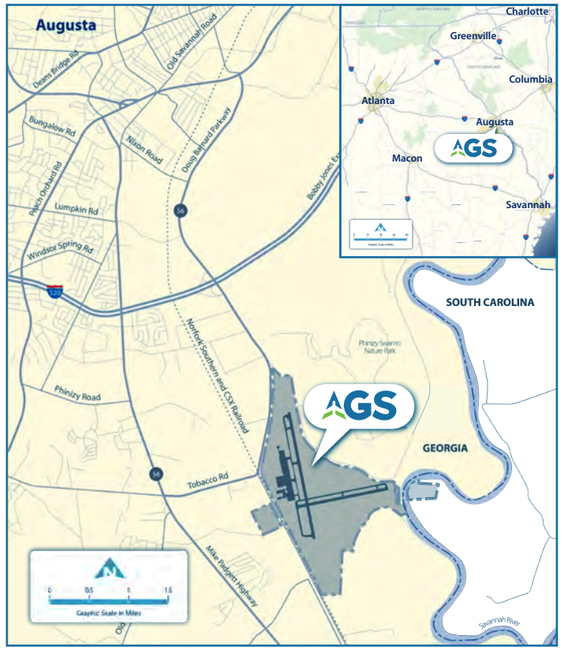
AGS

Introduction

Augusta Regional Airport (AGS or the Airport) is a publicly owned airport located 6 miles south of downtown Augusta, GA. The City of Augusta is located along the western banks of the Savannah River and is the third largest and second oldest city in Georgia. Located in the east central section of the state, Augusta is approximately 150 miles east of Atlanta on Interstate 20.

The Airport provides a safe operating environment for all classes of aircraft, including small general aviation (GA) aircraft, corporate business jets, military transport aircraft, military cargo aircraft and commercial service passenger aircraft. The City of Augusta is perhaps best known for serving as the host city for the annual Masters Golf Tournament at Augusta National Golf Club, and Masters week in April is also typically the busiest week for aircraft operations and passenger enplanements at AGS. The Airport's relative location within the region is illustrated to the right.

The last comprehensive planning process for AGS was the 2015 Master Plan Update. While this 2015 document included many recommendations such as expanded airport parking, new and replacement airport facilities, taxiway and apron improvement, and the relocation of general aviation facilities from the west side to the east side of the field, this Terminal Area Plan (TAP) focused specifically on the expansion of the passenger terminal building and its support facilities in their existing locations.



Terminal Capacity Analysis and Program

The existing passenger terminal building at AGS was opened in 2007, consisting of roughly 85,700 square feet of space. The existing terminal building includes approximately:

- 1,000 square feet of basement space,
- 74,128 square feet of ground floor space, and
- 11,564 square feet of second floor space.

It is important to note that even with these modifications, the terminal was originally designed for a commercial airline fleet mix dominated by turboprop aircraft. For that reason, many areas of the terminal do not currently function optimally in conjunction with changes to the fleet mix (including the use of narrow body aircraft).

Achieving a highly-functioning facility that adequately meets passenger demand while achieving the desired passenger experience will require several facility enhancements/ improvements, summarized as Priorities 1 and 2 (right).

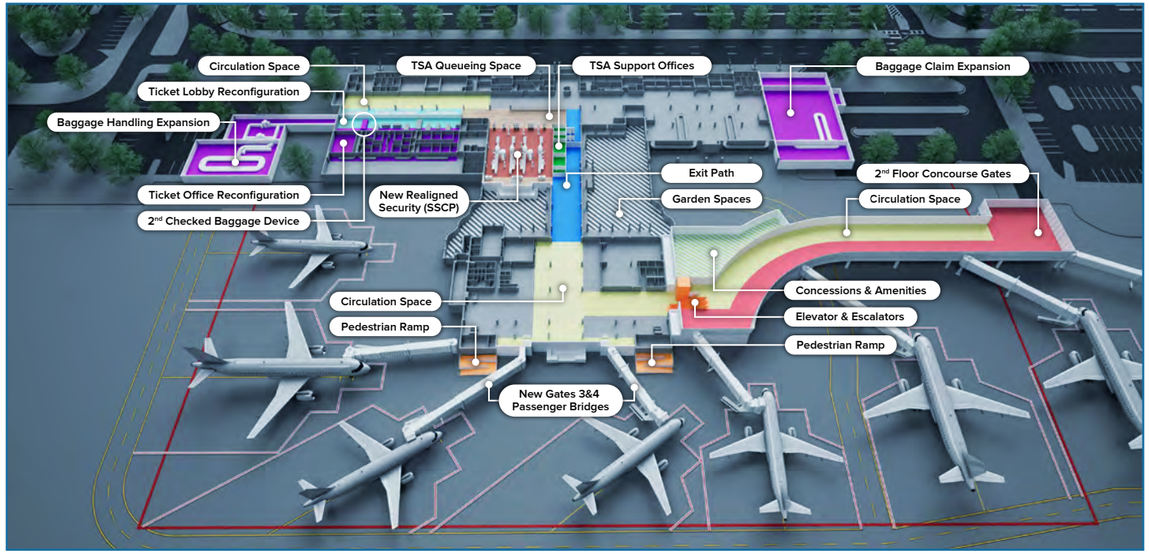
Expansion and renovation of the AGS terminal is also needed to accomodate additional service from legacy and low-cost air carriers.

Priority 1 Improvements

- The addition of security screening check point lanes and equipment.
- The addition of passenger boarding bridges that accommodate narrow body aircraft such as the Boeing 737 series aircraft.
- Enlargement and reconfiguration of the passenger lounges and hold room spaces.

Priority 2 Improvements

- Enhancements to the airline check-in desks, kiosk, and waiting areas.
- Capacity and handling modifications to outbound baggage screening and baggage makeup.
- Capacity and handling modifications to baggage claim and inbound baggage handling.



Ticketing Office and Outbound Baggage Screening

This concept includes two options:

Option 1 - A reconfiguration of the existing space with the notable additions of a baggage screening device and a relocated wall. This option is recommended in the short term.

Option 2 - A longer-term expansion of Option 1 with the addition of a baggage screening and baggage makeup facility south of the existing terminal in the existing Elite Rewards Parking lot. This option is recommended in the mid to long term once additional airlines have initiated service.

Security Screening Checkpoint

The SSCP will be expanded and realigned to provide additional space for passenger queuing and additional screening lanes. The improvements will reconfigure existing security space and expand the checkpoint utilizing a portion of the existing garden space. This will allow for increased throughputs and also provide an increased hourly capacity for peak periods like those experienced during Masters week. Adjacent TSA offices and exit lanes will be modified to increase appropriate space and passenger flow.

Terminal Gates and Concourse

This concourse and gate expansion is characterized by a linear, curved, two-story addition to the north of the existing building. This option allows for offices and/or building systems space on the ground level, and concessions and circulation with passenger holding and boarding on the second floor.

A two-story concourse better accommodates the narrowbody and large regional jet fleet mix operated by the air carriers at AGS. Integration of the new linear curved two-story concourse with the existing terminal requires a combination of elevators, stairs, and escalators for vertical circulation of passengers and employees.

Opportunities for natural light, indoor/outdoor integration, and passenger circulation abound with this concept. Additional opportunities for new concessions and passenger amenities are also contemplated and will be included in the project's architectural design.

Enplanements Forecasts 2021-2041

Year	2021 FAA Forecast	Preferred Forecast
2021	228,215	261,149
2022	284,193	290,000
2023	342,722	313,000
2024	371,333	332,000
2025	381,563	347,000
2026	389,612	357,000
2031	431,757	400,000
2036	472,474	448,000
2041	511,654	502,000
CAGR	4.1%	3.3%